

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY)
Contains the West's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$13.
per annum.

The China Mail

ESTABLISHED 1845

AGENTS
Orders for the "CHINA MAIL" and "OVERLAND CHINA MAIL" may be made to our Agents in the following ports:
Canton, PATELL & CO.
Foochow, BROCKLEBURY & CO.
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No. 18528.

號六千四百九十九千英

HONGKONG, WEDNESDAY, APRIL 26, 1916.

民國五年正月廿六日

PRICE, \$3.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & CO. LTD.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 616.

HONGKONG VOLUNTEER CORPS.
Corps Ordnance by Lieut.-Col. A.
Chapman, V.D.

APPOINTMENT.
H. E. the Governor has been pleased
to appoint Capt. A. F. Churchill of the
H. K. V. C. to be Adjutant, with effect
from 26. 4. 16.

Sapper J. H. Gorring joined the Corps
on 25. 4. 16, is allotted Corps No. 1906 and
is posted to Engineers Company.

Private R. W. McIntyre rejoined the
Corps on 26. 4. 16, is allotted Corps No.
1436 and is posted to Scouts Co. (No. 4
Section).

TRANSFER.
Gunner W. Fraser, from No. 2 Section
Artillery Battery to Scouts Company
(No. 4 Section), dated 20.4.16.

LeCpl. F. W. T. Russ is granted leave
of absence from 26. 4. 16 to 26. 7. 16.

Helmets, instead of caps, will be worn
at all parades and guards from this date
until further order.

ENGINEER COMPANY.
The undermentioned N. C. O's. and
men will proceed to Stonewall's Island
on Saturday the 26th inst. for the
fortnightly run of Albion lights.

Scoutmaster leaves Kowloon pier (old Ferry
Wharf) at 6 p.m. Sgt. G. B. Benestey, Cpl.
Barrington, Sappers Oswald, Noble,
McCormack, Fleming and J. J. Maxwell.

PARADES.

Parades for Thursday, 27th instant:—
5.15 p.m. Scouts Company—Parade
outside Law Courts and proceed to
Happy Valley by tram for Company
drill.

6.30 p.m. Signalling Section, "A," "B"
and "C" Classes—Parade at Hungtun
Railway Station for telegraph and
lamp practice.

5.30 p.m. Recruits of all units (except
Right Section M. G. Co.)—Squad drill
and rifle exercises at Headquarters
under S. M. Highly.

DETACH.

On duty until morning of 28th instant
H.K.V.R.

NEXT FOR DUTY.

April 29th, No. 2 Section Art'y. Batty.

April 30th, Scouts Company.

May 1st, Scouts Company.

May 2nd, Centre Section M. G. Co.

May 4th, Civil Service Company.

May 12th, No. 1 Section Art'y. Batty.

May 13th, Left Section M. G. Co.

May 14th, Right Section M. G. Co.

May 15th, No. 2 Section Art'y. Batty.

May 16th, Scouts Company.

May 17th, Scouts Company.

May 18th, Scouts Company.

HONGKONG VOLUNTEER
RESERVES.

Major Wakeman, Commanding H.K.V.R.

DETACH.

On duty till the morning of Friday
the 28th inst. "B" Co. H.K.V.R. Orderly
Officer—Lieut. Branch.

PARADES.

Thursday, 27th inst.—Recruits on the
Cricket Ground under Drill Instructor
Sergt. Oxberry at 1 p.m. Dress: drill
order. Machine Gun Section at Wellington
Barracks under Lieut. Thornhill at
6.30 p.m. Dress: drill order.

Friday, 28th inst.—"B" Co. Kowloon
Dock and Tai Kok Sections on the Polo
Ground at 6.30 a.m. Remained on the
road outside the Law Courts at 6.15 p.m.
Dress: drill order. Signalling Section
at Volunteer Headquarters at 3.15 p.m.
Uniform to be worn.

ABSENTEES FROM PARADES.

The following absentees without leave
from the parades of "B" Co. on the 14th
and 15th inst. will parades with "B" Co.
on Friday the 28th inst. at 6.15 p.m. on
the road outside the Law Courts, and
will also attend recruits parade on the
Cricket Ground on Monday the 1st. May
at 6.15 p.m. Dress: drill order.—Pte.
E. A. M. Williams, T. Claxton, H. G.
Earle, W. G. Worcester, W. W. Robertson,
C. Sara and D. S. Gubay.

Those who obtained leave of absence
will parade with "B" Co. on Friday the
28th inst. Names are posted on the
Notice Board at the Law Courts.

Signalling Section—FIELD EXERCISES.
The Signalling Section will parade for
field exercises on Sunday the 30th inst.
on the Cricket Ground at 2.30 p.m.
Kowloon residents will fall in at Old
Kowloon City Pier at 6.15 a.m. Dress:
uniform. Toppers to be worn. Morse
code and message forms to be carried.

DETACH.

The following are appointed Lieutenants
Corporals:—Ptes. G. A. Walker, H. A.
Nisbet, H. B. L. Dowbiggin, J. B. Thor-
son, A. Nicol, B. D. Both, T. P. Thun-
field, R. Sutherland, W. Hill, A. Jenkins,
W. A. Morgan and J. W. Harris.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS.

6,000 Tons, 8,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destinations.

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS
KOWLOON BAY

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS,
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimated time for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron, and Wood Work.

GRAVING DOCK 78' x 88' x 34'.

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops lifting up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:

JOHN I. THORNCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 1/2 to 150 R. P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWINE,
HONGKONG, CHINA AND JAPAN, AGENTS,
Telegraphic Address: TAIKOODOCK. TELEPHONE NO. 212.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement

in Casks of 375 lbs. net.

in Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO. LTD.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 26th APRIL.

8. A.M. HUNGSHAN 8. A.M. HONAN

10. P.M. KINSHAN 5. P.M. FATSHAN

THURSDAY, 27th APRIL.

8. A.M. HONAN 8. A.M. HUNGSHAN

10. P.M. FATSHAN 5. P.M. KINSHAN

Single Fare by Night Steamer \$1.00
Return Fare by Night (available also for Return by day Steamer) \$1.00

Single Fare by Day Steamer \$1.00
Return Fare by Day Steamer \$1.00

HONGKONG—MACAO LINE.

S.S. TAI SHAN Tons 2000 S.S. SUI TAI Tons 1851.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 8 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 1 P.M.

EXCURSION TO MACAO.

SUNDAY, 30th APRIL.

The Company's Steamer "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON—MACAO LINE.

S.S. SUI TAN Tons 588 and S.S. NANNING Tons 469.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday, and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong on vice versa by the Company's direct Steamers "LINTAN" and "SANSI". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 6 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HOTEL MANSIONS (FIRST FLOOR),

Opposite the Blake Pier.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,
Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make), Game Pies,

Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

BOURNVILLE COCOA represents the highest grade of nutritive cocoa at present in the market; it fully maintains its high reputation in food value and delicacy of flavour, and is second to none in any respect whatsoever.

Medical Magazine, March 1912.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM THE FACTORY IN A GARDEN—BOURNVILLE, ENGLAND

Telephone, 13. Oct. 1

LA "GIRALDA" MANILA CIGARS.

EXCELLENTE in boxes of 25 \$4.50

IMPERIALES 25 3.25

ESPECIALES LA GIRALDA 25 3.00

PERFECTOS 25 2.75

PERLAS 25 1.90

ESTRELLAS 50 4.50

REINA VICTORIA 100 8.00

SOLE AGENTS:

HONGKONG CIGAR STORE.

Established 1883

MANUFACTURERS OF

INTIMATIONS

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-SEVENTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Offices, No. 3, Queen's Road Central, Victoria, on THURSDAY, 26th April, 1916, at 12 o'clock Noon, for the purpose of receiving a statement of accounts and the Report of the Directors for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th April, both days inclusive.

By Order of the Board of Directors.

C. P. MBERTON,

Secretary.

Hongkong, April 11, 1916. 529

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

(INCORPORATED IN HONG KONG)

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA FIRE INSURANCE COMPANY, LIMITED will be held at the Head Office of the Company, No. 3 Queen's Road Central, Victoria, Hongkong on THURSDAY, the 27th day of April, 1916, at 12.15 p.m. when the abovementioned Resolution will be proposed as an Extraordinary Resolution.

That the Article of Association of the Company be altered in manner following:

(1) That the words "The Secretary" at the head of Articles 10 to 18 (inclusive) of the Company's Articles of Association be altered so as to read "The General Manager" and that in the Articles (No. 106 to 108 inclusive) and the marginal notes thereto, wherever the word "Secretary" appears, be substituted and that in lieu thereof the words "General Manager" be inserted.

(2) That in the following Article of the Company's Articles of Association, Article No. 2, 10, 30, 36, 38, 103, 104, 122, 125, 139 and the marginal notes thereto, wherever the word "Secretary" appears, it occurs be eliminated and that in lieu thereof the words "General Manager" be inserted.

(3) That in Article No. 17 of the Company's Articles of Association the words "in Hongkong" shall be transposed so as to follow, instead of precede, the words "an address".

(4) That in Article No. 41, in lieu of the words "fourteen days" the words "ten days" shall be inserted.

(5) That in Sec. (b) of Article No. 49 of the Company's Articles of Association the words "for" fourteen days after such deposit" shall be struck out.

(6) That in Article No. 74 of the Company's Articles of Association after the words "Any Shareholder" the words "whose address on the Shareholders Register shall not be in shall be struck out and in lieu thereof the words "who may be absent from" shall be inserted.

(7) That in Article No. 78 of the Company's Articles of Association the words "nor more than seven" be deleted.

(8) That after Article No. 108 the following new Article be inserted as Article No. 109A:

The General Manager shall be appointed and may be removed by the Board and shall in all matters be subject to its orders and directions, and shall be paid such salary as the Board may from time to time determine. The Board may at any time appoint any person or persons for any or an indefinite period to perform all or any of the duties and to exercise all or any of the powers of the General Manager, either in his absence or otherwise, and may from time to time cancel such appointments or appointments and make another or other such appointments or appointments in lieu thereof as the Board may see fit.

All Notices or other documents to be given or served by the Company to or upon the shareholders may be given or served by the Board either by advertisement or by notice sent by post, or otherwise, to the address of every Shareholder, or if the Board thinks fit, both by advertisement and by notice as aforesaid.

AND NOTICE IS HEREBY ALSO GIVEN THAT a further Extraordinary General Meeting of the Company will be held at No. 3, Queen's Road Central (the new Office of the Company) on FRIDAY, the 12th day of May, 1916, at 12.30 p.m., for the purpose of receiving a report of the proceedings at the first mentioned Meeting and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

Dated the 12th day of April, 1916.

By Order of the Board,

C. P. MBERTON,

Secretary.

537

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the China Traders' Insurance Company, Limited, will be held at the Office of the Company, No. 4, Connaught Road, Victoria, Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the abovementioned Resolution which was passed at an Extraordinary General Meeting of the said Company held on the 12th day of April, 1916, will be submitted for confirmation as a Special Resolution.

Dated the 18th day of April, 1916.

By Order of the Board,

C. P. MBERTON,

Secretary.

537

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the China Traders' Insurance Company, Limited, will be held at the Office of the Company, No. 4, Connaught Road, Victoria, Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the abovementioned Resolution which was passed at an Extraordinary General Meeting of the said Company held on the 12th day of April, 1916, will be submitted for confirmation as a Special Resolution.

That the name of the Company be changed to the "British Trade Insurance Company, Limited."

Dated the 18th day of April, 1916.

By Order of the Board,

C. MONTAGU EDE,

General Manager.

537

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

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By Order of the Board,

C. MONTAGU EDE,

General Manager.

537

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 26th April, 1916, at 12 o'clock Noon, at the Office of the Jockey Club, on the Ground Floor of the Honkong Club Annex, Chater Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, April 15, 1916. 541

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on WEDNESDAY the 3rd May 1916, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 3rd May, both days inclusive.

JARDINE, MATHERSON & CO., LTD.

General Agents.

Hongkong, April 15, 1916. 541

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the Canton Insurance Office, Limited, will be held at the Messrs. JARDINE, MATHERSON & CO., LTD., No. 16, Pader Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 3rd day of May, 1916, at 12.15 o'clock in the afternoon when the abovementioned Resolutions will be proposed as Extraordinary Resolutions, viz.—

(1) That the words "The Secretary" at the head of Articles 10 to 18 (inclusive) of the Company's Articles of Association be altered so as to read "The General Manager" and that in the Articles (No. 106 to 108 inclusive) and the marginal notes thereto, wherever the word "Secretary" appears, be substituted and that in lieu thereof the words "General Manager" be inserted.

(2) That in the following Article of the Company's Articles of Association, Article No. 2, 10, 30, 36, 38, 103, 104, 122, 125, 139 and the marginal notes thereto, wherever the word "Secretary" appears, it occurs be eliminated and that in lieu thereof the words "General Manager" be inserted.

(3) That in Article No. 17 of the Company's Articles of Association the words "in Hongkong" shall be transposed so as to follow, instead of precede, the words "an address".

(4) That in Article No. 41, in lieu of the words "fourteen days" the words "ten days" shall be inserted.

(5) That in Sec. (b) of Article No. 49 of the Company's Articles of Association the words "for" fourteen days after such deposit" shall be struck out.

(6) That in Article No. 74 of the Company's Articles of Association after the words "Any Shareholder" the words "whose address on the Shareholders Register shall not be in shall be struck out and in lieu thereof the words "who may be absent from" shall be inserted.

(7) That in Article No. 78 of the Company's Articles of Association the words "nor more than seven" be deleted.

(8) That after Article No. 108 the following new Article be inserted as Article No. 109A:

The General Manager shall be appointed and may be removed by the Board and shall in all matters be subject to its orders and directions, and shall be paid such salary as the Board may from time to time determine. The Board may at any time appoint any person or persons for any or an indefinite period to perform all or any of the duties and to exercise all or any of the powers of the General Manager, either in his absence or otherwise, and may from time to time cancel such appointments or appointments and make another or other such appointments or appointments in lieu thereof as the Board may see fit.

All Notices or other documents to be given or served by the Company to or upon the shareholders may be given or served by the Board either by advertisement or by notice sent by post, or otherwise, to the address of every Shareholder, or if the Board thinks fit, both by advertisement and by notice as aforesaid.

AND NOTICE IS HEREBY ALSO GIVEN THAT a further Extraordinary General Meeting of the Company will be held at No. 3, Queen's Road Central (the new Office of the Company) on FRIDAY, the 12th day of May, 1916, at 12.30 p.m., for the purpose of receiving a report of the proceedings at the first mentioned Meeting and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

Dated the 12th day of April, 1916.

By Order of the Board,

C. P. MBERTON,

Secretary.

537

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

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NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the China Traders' Insurance Company, Limited, will be held at the Office of the Company, No. 4, Connaught Road, Victoria, Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the abovementioned Resolution which was passed at an Extraordinary General Meeting of the said Company held on the 12th day of April, 1916, will be submitted for confirmation as a Special Resolution.

That the name of the Company be changed to the "British Trade Insurance Company, Limited."

Dated the 18th day of April, 1916.

By Order of the Board,

C. MONTAGU EDE,

General Manager.

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CHINA TRADERS' INSURANCE COMPANY, LIMITED.

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By Order of the Board,

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General Manager.

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CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.



Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.General Auctioneers
ANDShare, Coal and
General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.Codes used
A.B.C. 4th & 5th EDITIONS
All TELEGRAPHIC CODES.Telegraphic Address
MEIRION HONGKONG.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Liquidators of the Concerned, to sell by Public Auction,

MONDAY,

the 1st May, 1916, at 10.30 a.m.
at Godown No. 107 and 107A,
Praya East.Light Railway Material, Including—
Turn Tables, Switches, Steel Shaft,
Tipping Cars, Field Forges and Anvils,
Assorted Nails, Screws, Bolts, etc., Pick
and Axes, a quantity of Iron, Brass, etc.A large quantity of Good Leather
and Saddlery.

SUNDAY

Sundry Furniture, 1 High Pressure
Pump, Emery Wheels. A number of
Pairs of Wheels and Axles, Axles
Firewood, and 2, 8, H.P. Oil Engines.On view from Saturday.
Terms—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 25, 1916. 579

SHOULD OUR SHIPS BE
NATIONALISED?

PRISONERS AS DOCKERS.

Mr. Lloyd George, it is understood, is in favour of nationalising shipping for the period of the war, and regrets that the Government did not take over the ships when they did the railways, at the beginning.

Mr. J. Barrington White, an authority on the subject, interviewed on behalf of a London contemporary, said: "The one remedy is for the Government to treat all shipping companies as 'controlled concerns.' Given them reasonable profits. But the huge profits made out of the nation's fight for existence are scandalous."

Mr. Leighton admitted that the rise of freight on Argentine grain for the United Kingdom, from 16s. to 7s., was enormous. That was twelve months ago. The freight rate is nearly double now!

"It is absurd to say that the variety of freight rates makes any difficulty. Railways have very different scales of rates, but the railways were brought under control."

A Minister of Transport, with a competent staff and a committee partly of experts in shipping, and partly merchants and receivers of goods, should be appointed to look after these controlled concerns."

"It is imperative that something should be done at once in the country's war interests."

"1,000,000 tons freed."

Mr. David G. Pinkney, who has been most persistent in calling the Government's and the nation's attention to the mismanagement of shipping, said:

"If any one of us believed it is the case, if the Admiralty is still using tonnage energetically and skilfully, the ship-owners themselves would be able to release 200 ships averaging 5,000 tons each, we should have a million effective tons of shipping liberated to ease the situation."

"And we are convinced that hundreds of ships could be released."

"To-day the same state of things obtains as in November, when Lord Joicey declared truly that we were wasting millions upon millions."

"The Government have appointed a Committee, but are they the most capable people, and what are they doing?" The whole Committee should have been shipping men—that is obvious.

"The root of the trouble is the ineptitude of the department which is working the stamp and liner tonnage, and you do not get rid of ineptitude by avoiding the appointment of the most expert advisers."

THE ONLY REMEDY.

"BALL played on any portion of the Sand-Track, Grass-Track, or in the Ditches on both sides of the said Tracks must be lifted and dropped in the fairway nearer to the hole, under penalty of one stroke."

This Local Rule applies only to Early Morning Golf, and has been introduced to avoid annoyance to riders and ponies on the track.

Players are requested to keep their caddies off the rails when ponies are passing.

The above Local Rule is applicable to the Fair Cup when competed for in the early morning.

By Order of
THE COMMITTEE.

Hongkong, April 11, 1916. 538

EVERY BEETLE
EVERY BUGis killed
since "Keating's" comes
into thorough contact
with it.

Sold in this only.

The survival way to
beetles, bugs and all
household insects is

Use

KEATING'S
POWDER

ROYAL HONGKONG GOLF CLUB

EARLY MORNING GOLF.

"The ONLY REMEDY."

A few lots of Brass Vases and Flower
Pots.

(Full Particulars from Catalogue.)

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 25, 1916. 575

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED),
on

MONDAY,

the 1st May, 1916, at 2.30 p.m., at No. 5.

Hart Avenue, Kowloon.

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
etc., etc.

Including—

Treadle Sewing Machine by "Singer"

One Silver Tea Service.

And

One Upright Iron Grand Piano

(in good condition).

(Full Particulars from Catalogue.)

On view day of Sale.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.

Hongkong, April 25, 1916. 575

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

on

TUESDAY AND WEDNESDAY,

the 2nd and 3rd May, 1916, at 10 a.m.

each day, at H.M. Naval Yard

Hongkong, and Kowloon, Dep't.

12 Coal Lighters from 50 to 150 Tons.

Steam Launch (Hull only) Steam

Cutter complete, and

OLD AND SURPLUS
NAVAL AND VICTUALLING
STORES,

Comprising—

Old and Surplus Naval Stores—Farn

Engines, Boilers complete 20 and 60

Tons, Boiler with Mountings, Typewriter,

Shanghai Bather, Canvas and Leather

Hoses, Stage-lashings, Coir Cordage,

Paperstuff, Canvas Rugs, Old India

Rubber, Reading Lamps, Books, Oars

Fir, Carpet, Rugs, Blankets, Tables,

Bookcases, Cabin Wardrobe, Cupboards,

Mirror, Electric Cable, Firewood, Old

Iron and Steel, Mineral, Rapeseed and

Olive Oil, &c., &c.

Old and Surplus Victualling Stores—

Bosmen's Clothing, Blankets, Officers

Mess Traps (a quantity of Electric plated

articles and Table Linen) Implanters

Bosmen's Mess Utensils, Oak Staves,

&c., &c.

Terms of Sale—As detailed in the

Catalogue.

HUGHES & HOUGH,

By Appointment Auctioneers to the

Admiralty.

Hongkong, April 25, 1916. 576

AERIAL WEEK-ENDS.

AN AMERICAN PREDICTION:

After the war the week-end tripster will not confine himself to roads—he will launch himself into the atmosphere in an aeroplane and go wherever fancy leads him. Our motor-cars have used the available roads so often that we are becoming bored; the aeroplane needs no road, but can make a new path for itself every trip. The stoppage of the war will leave 50,000 trained aviators without jobs, but the huge profits made out of the nation's fight for existence are

seemingly.

Mr. Leighton admitted that the rise of freight on Argentine grain for the United Kingdom, from 16s. to 7s., was enormous. That was twelve months ago. The freight rate is nearly double now!

"It is absurd to say that the variety of freight rates makes any difficulty. Railways have very different scales of rates, but the railways were brought under control."

A Minister of Transport, with a competent staff and a committee partly of experts in shipping, and partly merchants and receivers of goods, should be appointed to look after these controlled concerns."

"It is imperative that something should be done at once in the country's war interests."

"1,000,000 tons freed."

Mr. David G. Pinkney, who has been most persistent in calling the Government's and the nation's attention to the mismanagement of shipping, said:

"If any one of us believed it is the case, if the Admiralty is still using tonnage energetically and skilfully, the ship-owners themselves would be able to release 200 ships averaging 5,000 tons each, we should have a million effective tons of shipping liberated to ease the situation."

"And we are convinced that hundreds of ships could be released."

"To-day the same state of things obtains as in November, when Lord Joicey declared truly that we were wasting millions upon millions."

"The Government have appointed a Committee, but are they the most capable people, and what are they doing?" The whole Committee should have been shipping men—that is obvious.

"The root of the trouble is the ineptitude of the department which is working the stamp and liner tonnage, and you do not get rid of ineptitude by avoiding the appointment of the most expert advisers."

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Hongkong, April 11, 1916. 538

markets. There will be motor-makers without an outlet for products. These factories will at once be forced to start an extensive campaign to bring the advantages of flying before the public, and to convince them of its safety. The makers will probably get together into an association, as have the motor-car manufacturers, to plan ways and means for the best development of the industry.

They will promote cross-country tours and races, as in the days of the early motor-car campaign, except that in this case speed will always be an object, as it promotes safety once out in the air, and there will be no speed laws except in landing. This idea of speed and safety will be part of the campaign. The aerial-taxi scheme will also be an early plan, while the papers will be filled with advertising aiming to popularize the new transportation.

"Millions are invested in aviation; when the war stops we will have to spend much to keep these millions a working investment, and with the assistance of the available aerial chauffeur will undoubtedly succeed in popularizing the art of flying.

"The flying-machine for the public must be one which has taken all the points of advantage learned in the war and has adapted them to peace-uses, probably in a new design. The big military men will do for carrying sign-boards, but it will hardly do for family use."

"My prediction may sound radical but I believe that after the war the small machine will come into its own. We know that it is possible to get off the ground at twenty-five miles an hour with two passengers and with a thirty-five horse-power motor. I also know that theoretically the same motor could drive up at a hundred miles an hour, once we were up, if we could but reduce the head resistance and surface enough. Eventually, I believe a machine will be available which will leave the ground at twenty-five miles an hour, and which can change back to a speed which will allow of a 'pancake' landing in a small lot. This machine will have a light but efficient motor of fifty to one hundred horsepower and will carry four persons."

"This machine will of necessity be designed to appeal. It must be beautifully finished and travel noiselessly. The passengers must be enclosed completely for the high speeds involved, and navigating instruments must be fitted for all occasions. Conversation must be possible aboard while in flight, and the machine must look and sound safe as well as be safe, through its simplicity and its slow landing-speed."

"The development of such a machine is aviation's new opportunity, and the new opportunity of those who are experimenting to be ready when America is ready for aerial transportation."

"The automobile is a decreasing factor in pleasure transportation and is choking itself on its own prosperity. The aeroplane is fast arriving as a safe transportation-vehicle with a real appeal. It only remains for you to perfect what we know now of the flying-machine into a vehicle in which all will feel safe and which will have a definite sporting appeal to reap the benefit of 'conditions' that now impend."

"Several years were taken to prove to the public that the motor-car would run at all without a horse in waiting. Years were taken to educate the public to two cylinders as against the single, and to four as against the two. Years more were spent in educating the buying public and developing the six, and now we are preaching eight and twelve. It has taken years to develop the lightweight idea in motor-cars and the improvement of streamlining for body design. The public has held back the development of the motor-car."

"The aeroplane, in contrast, has been developed by governments under war conditions. . . . Motors of to-day for aeroplanes are of twice the horse-power of those used a year ago, while planes have been built up to one thousand horse-power in five motor units. Those machines land at under thirty miles per hour and travel well over a hundred in the air."

"Thus war has developed motors and planes, and we but wait for the moment when aviation shall arrive in the minds of the public."

"Suppose the war were to close in a year from now. By that time there will be from ten to fifty thousand aviators fully trained to fly under all conditions, who will suddenly at the war's close find themselves out of work."

"There will be a hundred factories of large production suddenly left without a

large market."

"Ask for Horlick's."

INTIMATIONS

OLD FRIENDS ARE BEST

BLACK AND WHITE WHISKY



A. S. WATSON & CO. LTD.

MINERAL WATER MANUFACTURERS

The China Mail.

HONGKONG, WEDNESDAY, April 26, 1916.

THE ATTEMPTED "INVASION" OF IRELAND.

GERMANY—the General Staff, at all events—has never been under any delusion as to the "obstruction" which Great Britain would offer to the accomplishment of her "world-dominion" ambitions, and for many years before the outbreak of war the invasion of England was deemed to be one of the most dearly cherished schemes of the German War Lords, and Naval writers now tell us frankly—what in a vague sort of way we have all understood—that from 1906 onwards the idea governing the distribution of the British fleet, was the frustration of this particular Teutonic ambition. The political disaffection which existed for so many years in Ireland, reaching its acutest stage at the very moment of the outbreak of the war, must have been viewed by the German General Staff as affording the greatest possible encouragement of their hopes; and but for the fact that the outbreak of the war found the British Fleet in a position to prevent the emergence of the German Fleet from its fortified harbours, the war would doubtless have had a vastly different history so far as concerns the freedom of the shores of the United Kingdom from invasion. It can only be regarded as an indication of the desperate plight of the German General Staff that they should have given their sanction to such a mad escapade as the attempt just announced to "invade" Ireland under the guidance of a traitorous Irishman who is evidently as mad as he has been reputed to be. As the "Army" of invasion was brought over in an auxiliary cruiser, disguised as a neutral merchantman, we assume that it could not have amounted to more than a thousand men at the most, but it is amazing that the German War Lords should have sent even this small force upon such a mad adventure. At the best we can only regard it as a singular tribute to Sir ROGER CASEMENT's gift of the "blarney" that he should have been able to convert the German naval and military authorities to a belief in his own delusions. So far as we know, Sir ROGER CASEMENT is not a man with the smallest following in Ireland. He spent the best part of his life in the British Consular Service in Africa and South America. He was widely advertised a few years ago owing to his being chosen to investigate the allegations of atrocities on the plantations of Putumayo, which at the time excited considerable public interest in England and America. His Consular career included service as Consul at Loreto Marques, Consul of the Portuguese Possessions in West Africa, south of the Gulf of Guinea, Consul in the Gaboon, and Consul to the Congo Free State. Afterwards he became Consul at Para, and his last appointment was as Consul-General at Rio de Janeiro. He was given the C.M.G. decoration in 1905, and received the honour of knighthood in 1911. He retired from the Consular

service in 1913, on pension, but soon after the war broke out it became known that he was playing the part of a traitor in Germany and his name was accordingly struck off the Pension List. It will be recalled that sometime ago he was employed in Germany in preaching treason to the Irish prisoners, who mobbed him for his pains. More recently it was reported from Germany that he had been arrested by the German authorities, but this was evidently a lie disseminated in order to counteract any news that might have leaked out of Germany as to the mad enterprise with which he was associated—an enterprise which has ended for Germany in the loss of an auxiliary cruiser with, in all probability, the lives of many soldiers, and it has ended for Sir ROGER CASEMENT in his speedy capture and the termination of his career as a traitor to the country and the Government whom he served, not without distinction, for so many years. We have seen it stated in explanation of his treacherous conduct since the war began that long residence in tropical countries had affected his mind, but if that is at all obvious it must leave the world only the more astonished that the German authorities should have reposed such trust in him as to embark on an enterprise which sane men must have recognized to be the height of folly; though when we reflect on the great satisfaction the German public derive from, say, Zeppelin raids on England, or a "Moewe" exploit, the German General Staff might have reasoned it out that in time of blank despair over the failure at Verdun, it would be worth some sacrifice to be able to announce that, a German "Army"—even though it were but a handful of men—had succeeded in landing in Ireland. The German public would probably have had to wait some time before they were told the end of the story—the speedy annihilation of that army which would have been inevitable. For the Ireland of to-day is vastly different from the Ireland of Sir ROGER CASEMENT's imagination.

NEWS OF THE DAY.

A Meeting of the Legislative Council is called for to-morrow. The second readings of the four Bills introduced last week will be taken.

Japan papers announce the deaths of two old foreign residents—Mr. C. W. Dimock, aged 70, of Kobe; and Mr. James Bedale, aged 67, of Yokohama.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks a donation of \$100 to the funds of the Hospitals from the Dairy Farm Co. Ltd.

We are asked to state that, Mr. Severe requests the pleasure of the presence of the parents and friends of pupils attending the Peak School at the annual sports to be held at Tandemaze, 122, The Peak, on Friday April 28th, from 4 to 6.30 p.m.

It has been officially announced at Peking that Messrs Lee, Higginson's advance of \$1,000,000 (gold) is not a loan but has been made against the sale of Chinese Government Treasury bonds on American markets, amounting to twenty or twenty-five million gold dollars, at 97, minus four per cent commission. China receives 93, to be redeemed in three years, the money being for economical purposes.

The number of cases of small pox in the weekly return shows a decrease but the return covers only five days on this occasion instead of seven. The cases totalled ten, nine ended fatally. All were Chinese. There was also a fatal case of bubonic plague Chinese, a Chinese case of diphtheria and three cases of enteric fever affecting an Italian, a Frenchman and a Chinese. The total number of plague cases since the beginning of the year is six, all fatal.

Sgt. Major F. Alan Biden of the Left Section Machine Gun Co. was last evening, at the conclusion of the parade, presented with six blackwood chairs and an inscribed silver shield by the members of the section on the occasion of his marriage on Saturday to Miss Marie Anderton.

Mr. Laurine, of the Dragon Car and Cycle Co., and the employer of prisoner, gave evidence this afternoon saying that prisoner had been with him about three months before the accident.

Answering the prisoner witness said that he (prisoner) did his work well and his conduct was good.

Another driver employed by the last witness said prisoner was employed as driver in Shanghai for four or five years. Prisoner had had no accidents there.

Prisoner, in a statement, said that

CRIMINAL SESSIONS.

KILLED BY MOTOR CAR.

THE SHAWKIWA ROAD MAN SLAUGHTER-CHARGE.

CHIEF JUSTICE REPROHIBITS EUROPEAN PASSENGERS.

A Shanghai motor car driver, named Ng Po, was indicted before the Chief Justice, Sir Wm. Regis Davies K.C., on a charge of "felonious killing and slaying" a Chinese on the Shawkiwa Road on February 23rd last. When asked to plead prisoner said the man was drunk when he knocked him down.

The Attorney General (the Hon. Mr. J. H. Kempf) prosecuted on behalf of the Crown.

The jury was empanelled as under: Messrs C. H. Summers (foreman) J. M. Soares, H. J. Verney, J. M. Silva, J. A. M. Graca, D. McNeille, and J. C. Finch.

The Attorney-General said the question for the jury was whether the driver was grossly negligent in driving his car.

because if so, he was guilty of manslaughter.

Very often in these cases there were

troubling questions as to the position

of the car when the collision took place

and the speed of the vehicle, but in that

case they would find very little trouble

from questions of that kind.

On February 23rd two Europeans employed at the Taikoo Dockyard left the Taikoo Club, Quarry Bay, in a motor car at 7.30 p.m.

When near the Yacht Club there was a

man walking along the centre of the

road, going in the same direction as the car.

The driver blew his horn two or three times but deceased did not get out of the way, and, according to the evidence of the Europeans, the driver then endeavoured to pass the man by going round to his right. The man walked on and just at that moment ran

into the side of the road and was knocked down and suffered very severe injuries from which he died next day.

The Attorney General added that the

was going to ask the jury to say that the

driver of a car at night along a narrow

road, enclosed by walls on either side

(as that road was) and having no foot

path, if he overtook a pedestrian

walking in the middle of the road,

he was bound, compelled, to make

sure that the pedestrian knew of

the approach of the car, and be

must slow down and stop if necessary to

make sure that the man knew the car

was coming. If the driver attempted to

keep on his speed or attempted to pass

the man in the hope that the man would

keep on a straight line or would jump to

the other side of the road, and it hap-

pened that the man did the wrong thing

and was killed by the car, the driver

was guilty of manslaughter. That, said

the Attorney General, was a matter of

common sense. The man in the road

might be inattentive naturally; he might

be deaf or he might be drunk. Both

parties had an equal right to the use of

the road and the driver of a car—which

was an element of danger to a pedestrian

was bound to see that the pedestrian

knew the car was coming. The Attorney

General said the issue he had put to the

jury was not a new one and he proceeded

to cite cases in support of his statement.

He remarked that motor car drivers

made assumptions which they ought not

to make for us and their country.

I know the dainty hoods and caps and

jerseys will give great delight.

I am now sending summer clothes only to

the East, and dispatched half for

Mesopotamia to-day.

Yours sincerely and very

gratefully,

HORATIO K. EDEN.

CANTON INSURANCE OFFICE LTD.

The report for presentation to the

shareholders at the thirty-fifth ordinary

meeting, on May 3rd, is as follows:

Dr. D. V. M. Koch, Superintendent of

the Government Civil Hospital, described

the injuries of the deceased and added

that death was due to multiple injuries.

Interrogated by the Chief Justice, witness said deceased did not give him the impression that he had been drinking.

The Chief Justice: In a case of a

Chinese of this class you would expect

to see him sober?

Witness: They are generally sober.

Dr. Koch went on to say that he made

a post mortem examination and there

was no sign of liquor in the stomach.

It was possible deceased might have had a little and the effect passed off when he met with the accident.

Evidence was also given by W. Brown

of the Taikoo Dock who was a passenger

in the car. Brown admitted to his

Lordship that when the collision took

place the driver momentarily stopped

within a few paces of where the man was

lying. He (witness) told the driver to

go on and they went for about a distance of

100 yards and boarded a tram-car,

Witness told prisoner to go back and

look at the man.

The Chief Justice questioned Brown

and commented favourably on his behaviour.

It seems to me said his Lordship,

"that you did not care whether this man

was alive or dead. I don't know what

the jury will take of your action:

I think it is most reprehensible

If there were many people in the world

with your ideas it would be a very unfortunate thing.

Leave the box! Dignifiedly!

F. Grotto, who was with Brown, also

gave evidence and was reprimanded by

the judge.

Mr. Laurine, of the Dragon Car and

Cycle Co., and the employer of prisoner,

gave evidence this afternoon saying that

prisoner had been with him about three

months before the accident.

Another driver employed by the last

witness said prisoner was employed

as driver in Shanghai for four or five

years. Prisoner had had no accidents

there.

Prisoner, in a statement, said that

he (prisoner) did his work well and

his conduct was good.

Another driver employed by the last

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as driver in Shanghai for four or five

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail)

NAVAL ACTION IN NORTH SEA

GERMAN BATTLE-CRUISER SQUADRON COMES OUT

LONDON, April 25.

The Admiralty announces that at 4.30 this morning a German battle-cruiser squadron, accompanied by light cruisers and destroyers, appeared off Lowestoft.

The local Naval forces engaged it. In about twenty minutes it returned to Germany, chased by our light cruisers and destroyers.

On shore, two men, one woman and a child were killed. The material damage seems insignificant, and as far as is known at present two British light cruisers and a destroyer were hit but none were sunk.

TERRIFIC FIRING IN NORTH SEA.

LONDON, April 25.

The *Evening News* says there was terrific firing off the East Coast of England at 4 o'clock this morning, and it was continued at 5.30. Shells were plainly seen falling in the sea.

ANZAC DAY

PROCESSION TO WESTMINSTER ABBEY.

LONDON, April 25.

In glorious sunshining two thousand Australians and New Zealanders marched through London to Westminster Abbey to commemorate Anzac Day and the unparalleled heroism shown by the troops in Gallipoli, also as a tribute to the memory of the gallant dead.

There were signs of "wonderful enthusiasm."

Their Majesties the King and Queen received an immense ovation outside the Abbey. Some 1000 people attended the Anzac commemoration.

The congregation included many wounded officers and men representing the whole Empire. The service was simple and impressive. It began with the National Anthem and included the singing of Kipling's *Recessional*.

Mr. Asquith, instead of attending the service, conferred with his colleagues, including Mr. Birrell (Secretary for Ireland).

Anzac Day was also generally observed in Australia by memorial services and patriotic meetings. All sport was postponed.

THE FIGHTING ON EGYPTIAN FRONTIER.

MORE SEVERE THAN FIRST BELIEVED.

LONDON, April 26.

A War Office communiqué says the fighting at Katia was more severe than was at first believed and that the defence of Ducidar was gallantly maintained by our Company, the Royal Scots.

The enemy left 70 dead, numbers of prisoners, and much war material.

The Australian pursuing column took further prisoners.

One mounted brigade engaged the enemy all day.

Eight aeroplanes on the 24th inst. attacked and completely destroyed the Turkish camp at Katia and inflicted severe losses.

The enemy appears to be withdrawing from the Katia district.

SUBMARINE PIRACY.

LONDON, April 25.

The Dutch steamer *Berkelstroom* has been sunk by gunfire from two German submarines in the North Sea. The crew were saved by a British vessel.

The steamers *Parisiana* and *Ross* (British) have also been sunk. Eleven of the crew of the *Ross* were picked up.

SIR ROGER CASEMENT.

LONDON, April 24.

Sir Roger Casement was brought to London on Sunday, and he is now detained in military custody.

It is understood that evidence regarding his proceedings in Germany since the outbreak of war will be produced at his trial.

STILL FIGHTING NEAR VERDUN.

GERMANS SUFFER HEAVY DEFEATS.

PARIS, April 25.

The French inflicted heavy defeats on the Germans west of the Meuse.

A communiqué says: The enemy twice attacked our new positions at Doulain Hill, but completely failed.

They then launched a final attack, supported by a copious use of liquid fire, but it was swept by our artillery and infantry fire, and the Germans were forced to return to their lines, having suffered important losses.

GERMANY AND AMERICA

GERMANY "READY TO MAKE CONCESSIONS."

WASHINGTON, April 25.

Departed from the United States Ambassador at Berlin are said to indicate that Germany is ready to make concessions to the American demands, but is confronted by the difficulty of finding a way to satisfy the United States without arousing the German public.

These assurances have little effect on American officials who are already familiar with German "concessions."

THE SECRET SESSION OF PARLIAMENT.

LONDON, April 25.

There has been much criticism today of the policy of the secret session of Parliament.

The *Daily News* Lobby correspondent says there is no reason for secrecy regarding the size of our Army. Many members of the House of Commons will be dissatisfied if the Government themselves do not acquaint the country of the elementary facts. Mr. Asquith, Mr. Bonar Law and Lord Kitchener arranged a private meeting with the Labour members on Wednesday, presumably to give them more detailed information which will be given to Parliament to-day.

The *Times* hopes that private members will not miss the opportunity of insisting upon the production of the truth about the problem of the men, and says there is now no excuse for mystery regarding the figures.

The *Times*, and the *Daily Mail* especially, criticise the clause in Saturday's Order-in-Council prohibiting "any person in a newspaper or a speech reporting or alluding to the Cabinet proceedings or publishing confidential information obtained from any Government Department or anyone in the service of His Majesty." The *Daily Mail* interprets this as meaning that the Government is determined to put the Press out of action, and *The Times* suggests that members of the House of Commons should lose no time in undertaking the obligations of a self-governed unit amongst the nations which make up the Empire.

One more duty remains to be fulfilled. We have to stand by and maintain the Irish army at the front. We must not and will not tolerate the idea of our Irish regiments being reinforced by any but Irish soldiers. Ireland must maintain the Irish regiments until victory has been won. The gaps in the ranks of our Irish army must be filled not by Englishmen or Scotchmen or Welshmen, but by Irishmen.

Our gallant fellow-countrymen at the front commissioned me to make this appeal. They appeal to-day through me from the trenches to the farmers, the labourers, the artisans, and to every class of our people not to desert them.

In your name I promise them.

We have fulfilled our trust. We have

finally accepted the position and undertaken the obligations of a self-governed unit amongst the nations which

make up the Empire.

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make up the Empire.

CHINESE AFFAIRS

(Reuter's Service to the China Mail)

THE NEW CABINET AT PEKING.

PEKING, April 25.

Tuan Chi Jui has formed a Cabinet which includes, in addition to those mentioned in a previous telegram, the following:

Education ... Chau Kuo Kan. Commerce ... Ching Pan Ping. Justice ... Chang Tsung Hsing. Finance ... Sun Pao Chi. Wang Shih Chen becomes Chief of the General Staff and Chuan Yun Kien Auditor-General.

(Wah Tse Yat Po's Service.)

"PRESIDENT POWERLESS."

PEKING, April 26.

It has been decided that the new Cabinet as a whole shall inform the Southern Provinces that a new Cabinet has been formed and that the President is powerless.

THE LOST CHINESE TRANSPORT.

FIVE EUROPEANS DROWNED.

SHANGHAI, April 26.

There were six Europeans on the *Hsing* when she was sunk. Only one of them was saved.

THE FIGHTING AT WUSIEH.

SHANGHAI, April 26.

A severe fighting between Northern and Southern troops continues near Wusieh. A number of shells have fallen in the city, houses have been burnt and the railway station damaged.

IRISHMEN FOR THE IRISH REGIMENTS.

MR. REDMOND'S SWEEPING APPEAL.

Mr. John Redmond, M.P., has issued the following manifesto:

TO THE PEOPLE OF IRELAND.

At the very commencement of the war I made an appeal to the Irish people, and especially to the young men of Ireland, to mark the profound change which has been brought about in the relations of Ireland to the Empire by the whole-hearted support of the Allies in the field. I pointed out that at least a century's misunderstanding of Ireland had finally been dispelled, that Ireland had finally decided to trust Ireland, and I called upon Ireland to prove that the concession of liberty would, as we had promised in your name, have the same effect in our country as in every other portion of the Empire, and that Ireland would henceforth be a strength instead of a weakness.

I further pointed out that this was a just war provoked by the intolerable military despotism of Germany, that it was a war in defence of the rights and liberties of small nationalities, and that Ireland would be false to her history and to every consideration of honour, good faith, and self-interest if she did not respond to my appeal.

I called for a distinctively Irish army composed of Irishmen and trained for the field at home in Ireland.

I acknowledge with profound gratitude the magnificent response the country has made.

For the first time in history we have to-day a huge Irish army in the field. Its achievements have covered Ireland with glory before the world, and have thrilled our hearts with pride. North and south have vied with each other in springing to arms and, please God, the sacrifices they have made have been repaid.

Our achievements have covered Ireland with glory before the world, and have thrilled our hearts with pride. North and south have vied with each other in springing to arms and, please God, the sacrifices they have made have been repaid.

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NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, Mar. 18.

POLITICAL.

A Parliamentary correspondent writes: "It is widely rumoured in diplomatic quarters, not only here but 'on the Continent,' that Lord Hardinge, on his return from India, will become Foreign Secretary, and that Sir Edward Grey will retire. Nothing 'looks' more improbable than this, but it is accepted in such quarters that I think it merits publicity. Lord Hardinge has, of course, had a distinguished diplomatic career before he went to India. Until now it was generally understood that Lord Hardinge was to succeed Lord Balfour in Paris."

What at any rate is a fact is that Lord Robert Cecil has been doing all the work of his chief at the Foreign Office for

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

STEAMERS	To Sail On	Remarks
SHANGHAI, MOJI and KORE	25th April.	Daylight Direct Service.
LONDON via SINGAPORE, COLOMBO, PORT SAID & MARSEILLE	9th May.	Direct Service.
SHANGHAI, MOJI, KORE & YOKOHAMA	10th May.	About 6th May. Direct Service.
LONDON & BOMBAY via NANKIN, FANG, COBO	10th May.	Connecting at Nankin. Direct Service.
LONDON & BOMBAY via NANKIN, FANG, COBO, KORE & YOKOHAMA	10th May.	Connecting at Nankin. Direct Service.
Wireless on all steamers. Return tickets at a fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.		
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to E. V. D. PARR, P. & O. S. N. Co.'s Office, Acting Superintendent.		

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA
VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI
MOJI, KORE, YOKKAICHI AND YOKOHAMA.

MEXICO MARU Saturday, 26th April, at 3 p.m.
CHICAGO MARU Monday, 8th May, at 3 p.m.
Outing Shanghai and Nagasaki. Outing Manila and Moji.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT
SWETTENHAM, PENANG AND COLOMBO.

INDO MARU Capt. V. Sonekawa Tuesday, 2nd May, at 7 a.m.
FORMOSAN LINE. FOR TAMSU, KEELUNG AND ANPING,
TAKAO, VIA SWATOW, AMOY.

KAJO MARU Sunday, 30th April, at Noon.
SOSHU MARU Thursday, 27th April, at 9 a.m.
Proceeding to Tamsu and Keelung.

Proceeding to Anping and Taku.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF
near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:
H. YAMAUCHI, Manager.
Tel. Nos. 241 & 1240.
No. 1, Queen's Building.

THE EASTERN &
AUSTRALIAN STEAMSHIP CO.,
LIMITED.MAIL SERVICE
TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	29th April, at 11 a.m.	
ST. ALBANS	8th May, at 11 a.m.	2nd June, at 11 a.m.
EMPIRE	10th June, at 11 a.m.	1st July, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All Staterooms have Electric Fans. A duly qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS
TAKING cargo through Bills of Lading to SOUTH AFRICAN PORTS
with transhipment at CALCUTTA, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong, on or about Connecting at Calcutta with On or about
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

For Freight and further particulars apply to

DODWELL & CO., LTD. Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS VIA PORTS AND SUEZ PANAMA CANALS
(With liberty to call at the Malabar Coast).

FOR NEW YORK via SUEZ CANAL OR CAPE OF GOOD HOPE.
S.S. For Freight & further particulars apply to

DODWELL & CO., LTD. Agents.

THE NANJO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

Sails on or about

For Freight or Passage apply to

DCDWELL & CO., LTD. Agents.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS	TO SAIL
SHANGHAI		FOOCHOW	April 27, Daylight.	
PAKHOU & HAIPHONG		ICHANG	April 27, Daylight.	
		SUNGKANG	April 27, at 10 a.m.	
SHANGHAI		SHANTUNG	April 27, at 4 p.m.	
TIENTSIN		HUICHOU	April 29, Daylight.	
SHANGHAI		CHENAN	April 30, Daylight.	
		AMHUI	May 2, at 4 p.m.	
MANILA, CEBU & ILLOILO		TAMING	May 2, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANU"

CHINA LINE. Twin Screw Steamers "Chinhsia," "Taming," & "Team." Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Team."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenan," "Linchow," "Shantung" and "Sinkiang," with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintains a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, arriving cargo on through Bills of Lading to all Yangtze Ports, Chefoo, Tientsin, Dairen, and the like. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 32.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & JUANSANG		FRIDAY, April 28, at 3 p.m.
CALCUTTA		
HOIHOW & HAIPHONG		TAIHSANG SATURDAY, April 29, at 8 a.m.
MANILA		TAIHSANG SATURDAY, April 29, at 3 p.m.
SHANGHAI		ERANG SUNDAY, April 30, Daylight.
SINGAPORE, PENANG & JUANSANG		TUESDAY, May 2, at 3 p.m.
CALCUTTA		
SHANGHAI		EWONGSANG THURSDAY, May 4, Daylight.
SANDAKAN		HINSANG THURSDAY, May 4, at Noon.
TIENTSIN via WEIHAIWEI		CHILPSHING FRIDAY, May 5, Daylight.
MANILA		JOONGSING SATURDAY, May 6, at 3 p.m.
MOJI & KORE		KUMSANG WEDDAY, May 10, Daylight.

RETURN TOURS TO JAPAN.

The steamers Kuching, Nansong, Loisong & Foochow leave about 3 weeks generally call at Shanghai en route for Japan returning via Kobe (overland Sea) and Moji to Hongkong. This occupies 23 days. This service is supplemented by the Foochow, Kuching leaving Hongkong at regular intervals for Yokohama (when sufficient inducements offering) Kobe & Moji) and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Wuhawwei.

Taking Cargo on through Bills of Lading to Kaidat, Lahad Dato, Simperna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215.

R.M.S.P. THE ROYAL MAIL
STEAM-PAKET CO.PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARD.

FOR STEAMERS DATE OF DEPARTURE
GENOA & LONDON MERRIONETESHIRE 12th May.

TRANS-PACIFIC SERVICE

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA, etc.
PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS

EASTWARD.

WESTWARD.

S.S. JAPAN, 6,013 tons, Capt. C. P. Seddon, will be despatched for SINGAPORE, PENANG & CALCUTTA on the 25th April.

The above Steamer has excellent saloon accommodation for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.

For Freight or Passage, apply to

DAVID BASSHOON & CO., LTD.,
Agents.

Telephone No. 102.

Sails on or about

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Sails on or about

SHIPPING

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to " NAGOYA	April 21	MOOLTAN	May 22	May 29
NAMUR	May 1	Through Steamer	June 3	June 12
NANKIN	May 10	KARMALA	June 19	June 26
NOVARA	June 5	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
MALTA	June 20	MEDINA	July 31	Aug. 7
SOMALI	July 14	Through Steamer	August 14	Aug. 21
NAN KIN	July 28	MALWA	August 28	Sept. 4

Passenger charge: Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to passengers at the time of booking. On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S. S. Leave Hongkong About

NANKIN	THURSDAY, 27th April.
NOVARA	SATURDAY, 6th May.
MALTA	SATURDAY, 26th May.
NAGOYA	SATURDAY, 3rd June.

Passenger may travel by Railways in Japan between Ports of Call free of charge. Return Tickets are available by Messengers Maritime Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND CLASS PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong about	Due at Marseilles if calling about	Due at London about
NYANZA	July 5	July 11	Aug. 9
NOVARA	Aug. 16	Aug. 21	Sept. 20
			Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Bath Furnished with an Electric Reading Lamp.

Passenger Tickets Interchangeable with the British India Co.

Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Line.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be altered without notice.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to

E. V. D. PARR,

Acting Superintendent.

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS.
S. S. CHINA
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI AND HONOLULU.
JUNE 23-AUGUST 29.

AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ito House Street.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRI, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRI, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S. S. "SALAMIS" from Hongkong.

For Rates of Freight apply to

THE BANK LINE, LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR

STEAMERS
LONDON "CITY OF LINCOLN" On 8th June.

LONDON & SWANSEA "CITY OF BOMBAY" On 1st June.

Steamers proceed via Suez Canal or Cape of Good Hope at greatest option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE LTD., General Agents.

THE AMERICAN ARMY

THE NEW PROPOSAL.

The Report of the Military Affairs Committee of Congress on the Hay Army Bill, estimates that the total number of men in the country, trained or partly trained in the military art, will, if this bill is passed, be—

Regular army in time of peace 140,000
Reserve of regular army 90,000
National Guard 120,000
Men trained and in the country 905,700

Total 1,324,700

The total cost of the army under the Hay bill would be about \$200,000,000. The cost and the total cost of the military establishment the first year will be about \$110,000,000. In subsequent years the cost of the army will run up to about \$140,000,000 a year.

INCREASES PROVIDED BY BILL.

The increase in the regular army provided by the Hay bill are—
Ten regiments of infantry.

Six regiments of field artillery.

Fifty-two companies of coast artillery.

Fifteen companies of engineers.

Four aerial squadrons.

It thus appears that, in addition to the army reserve, there are now in the country 270,200 men who have passed through the army in the last ten years, and 305,500 men who have passed through the National Guard during the same length of time, in addition to this, there are 33,000 young men who were last year passed through the military schools and colleges of the country, and that there are 330,000 of these young men who in the last ten years have had military training. It is true that some of these have died, but in a general way it may be said that there are now in the country 303,700 men of military age who have had military training.

100,000 MILITIA RESERVE.

It is further proposed in the bill to create a reserve corps for the National Guard, and it is safe to say that there will be maintained for that force a reserve of 100,000 men.

The committee will also call attention to the amount of reserve material which is available for immediate use, should any trouble arise. The following figures are taken from the hearings of the bureau chiefs in the War Department, under whose immediate control those supplies are—

"General Crozier, chief of ordnance, states that we have on hand nearly enough equipment to equip an army of between 400,000 and 500,000 men. He also stated that there were on hand 700,000 service rifles of the new model, and between 300,000 and 400,000 Krags. Also 200,000,000 rounds of small arms ammunition, or 300 rounds per man. There are also built and under construction 1,077 machine guns and 900 field artillery pieces. We had on hand 750,000 rounds of field artillery ammunition.

"General Acheson, the quartermaster general of the army, states that there is on hand now equipment enough to supply the regular army, the National Guard and 250,000 men in addition, and that in ninety days there could easily be provided equipment for from 300,000 to 700,000 men, with sufficient deliveries to maintain those who are now or may be equipped.

"General Kingman, chief of the Engineer Corps of the army, states that we have on hand heavy trenching tools for nine infantry divisions, and that these tools can be supplied in fifteen days. He also states that we have in reserve pontoon equipment for 500,000 men.

"General Gorgas, the surgeon general of the army, states that we have stored supplies for about 250,000 or 300,000 men in addition to what we have for the regular army. We have those supplies already packed and ready for use."

TO DOUBLE WEST POINT QUOTA.

To meet the now existing deficiency in officers the bill will provide for the

officers will be provided.

HONGKONG POLICE RESERVE.

Sections will parade at 5.45 p.m. at Central (C) St. Joseph's College (J) or Water Police Station (W.P.) as follows:—
 Monday, May 1st—Sections 9 and 10 at C.
 Tuesday, May 2nd—Section 1 at C.
 Section 2 at W.P.
 Wednesday, May 3rd—Section 5 and 6 at C.
 Thursday, May 4th—Sections 7 and 8 at C.
 Friday, May 5th—Sections 11 and 12 at C.
 Saturday, May 6th—Sections 9 and 10 at C.
 Sunday, May 7th—Sections 11 and 12 at C.

California Caps and Covers. Equipment officers must particularly see that their men have Shoulder Pads when wearing summer uniform.

Musket Sergeant First will take charge of the training of No. 1 Section during the absence from the Colony of Crown Sergeant First.

COMPANY PARADES.

Thursday, April 27th—No. 3 Company.
 Friday, April 28th—No. 1 Company.
 White Uniform with Helmets, Parade at Central at 8.15 p.m.

MOUNTED PATROLS.

First Shift Patrols will wear Helmets. DRAULERS.

For being absent from Patrol Duty four P. C.s have been awarded three hours Fount Dry as follows:—
 A P. C. of No. 1 Company—at Post Office April 16th.

A P. C. of No. 2 Company—at Ferry Wharf April 20th.
 Two P. C.s of No. 3 Company—at Central Station approach on April 28th and 29th, respectively.

(Sgt. F. C. JENKIN,
 D.S.P. (Reserve).)



NOTICE.

ANY EUROPEAN or ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE LISTED THE SHARE OF THE OCEAN MARINE INSURANCE COMPANY, LTD.

and THE RAILWAY PASSENGERS' ASSURANCE CO.

TOTAL Funds at 31st DECEMBER, 1914, £23,970,387.

Authorized Capital £4,000,000.

Subscribed Capital £4,000,000.

Padding Capital £2,437,500

II—Fire Funds £3,837,047

III—Life & Annuity Funds 17,567,590

Sinking Fund Account 128,230

£23,970,387

Revenue First Branch £2,381,456

Life and Annuity 1,241,593

Branches 337,239

Revenue Marine Department 478,940

Other Receipts 25,339,228

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOME & CO. Agents.

THE CHINA MAIL

TYphoon

MAP and

GUIDE

Enables one to locate the centre of a Typhoon.

MAINTLED ON CARDBOARD AND TAPE FOR HANGING.

Price 50 Cents.

From the CHINA MAIL Office.

PASSENGERS EXPECTED.

Per N. Y. K. & K. K. Maru. From London March 11.—To Hongkong. Rev. C. E. Black, Mrs. J. A. Tarrant and Miss Tarrant. Miss E. French, Mr. A. Arroll and Mr. J. H. French. Mr. J. A. French. Miss E. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per P. & O. K. K. K. Maru. From London March 13.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per P. & O. K. K. K. Maru. From London March 15.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 18.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per P. & O. K. K. K. Maru. From London March 22.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 23.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 24.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 25.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 26.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 27.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 28.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 29.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 30.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London March 31.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 1.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 2.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 3.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 4.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 5.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 6.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 7.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 8.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 9.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 10.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 11.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 12.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 13.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 14.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 15.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 16.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M. Kirk, Mr. Noble, Miss W. Warner, Miss W. Burlington, Miss B. N. Lyons, Miss A. Hare, Miss G. Fisher, Mr. and Mrs. W. B. Brown and 2 children, Miss W. Harvey.

Per N. Y. K. & K. K. Maru. From London April 17.—To Hongkong. Mr. Hart, Dr. Sandys, Mr. G. J. Moore, Mr. Atkinson, Miss N. C. Anderson, Miss H. L. Black, Mr. E. A. Packard, Miss E. C. McMurdo, Miss O. M